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The China Mail.

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OF ROYAL APPOINTMENT
THE BEST
DISINFECTANT.

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Barometer 29.90

Rainfall 0.04 inch.

Humidity 79

November 30, 1919, Temperature 64.

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號十三月一十年十二百九千一英

HONGKONG, TUESDAY, NOVEMBER 30, 1920.

十一月三十日庚戌年九月十四日庚申

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Buy reputable goods from a reputable firm

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Principal Firm, Est. 1880.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

MISSING MILLIONAIRE.

FUGITIVE SECRETARY REPORTED ARRESTED.

A CANADIAN MYSTERY.

NEW YORK, November 24.

A message from Portland (Oregon) states that Doughty, secretary to the Canadian millionaire theatre proprietor, Mr. Ambrose Small, who, with Doughty, mysteriously disappeared nearly a year ago, has been arrested. He is stated to have confessed that he took \$100,000 worth of bonds which were missed when Small disappeared, but denies that he abducted Small.

A SCIENTIFIC BURGLAR.

CHLOROFORMS HIS VICTIMS.

ELUSIVE CRIMINAL IN CEYLON.

A scientific burglar of a most daring and elusive type is at present at work in Colombo, and there is evidence that he possesses a thorough knowledge of European habits and uses chloroform and other drugs to stupefy his victims.

He is regarded as the highest-class criminal who has ever conducted operations on any extensive scale in Ceylon, and, up to the present, has completely baffled the Criminal Investigation Department. He is obviously no ordinary thief, but an artist in his own particular line; is a student of human nature and works on very definite and well-thought-out system.

His *modus operandi* is as follows:—First of all he never begins operations until after 1.30 a.m.—doubtless because he knows that it is not safe to rely upon a European household being safely asleep before that hour. Secondly, he confines his attentions to European bungalows—obviously because he is aware that European residents keep their windows wide open throughout the night. Thirdly, he seldom opens an almirah or a drawer, but is content to help himself to the watches, gold and silver cigarette cases, pocket money wallets, and other portable articles which are normally left on the dressing table by the average European when retiring for the night. Fourthly, presumably in cases where he desires to make a more thorough search or where he has reason to believe that his victim is a very light sleeper, he makes use of an "Akoin cartridge" containing two frail glass bottles, one filled with chloroform and the other with some other sleep-producing drug.

It appears perfectly obvious that the man whoever he may be works entirely on his own and has no accomplices. It seems highly probable that he first carefully watches a bungalow upon which he has designs, ascertains the normal habits of the occupants and the lay out of the bungalow itself. He then chooses a night for his nocturnal call and waits until a Police patrol has passed the bungalow and he has passed on. Then is his moment for action. Without the slightest trouble he slips in through an open window, visits the bedrooms of the occupants, carries off all the small portable articles he can find and then departs.

The use to which he puts the "Akoin cartridges"—one of which he left behind on the occasion of his recent visit to a General's House—was obvious. The cartridges are normally used by sufferers from insomnia in order to induce sleep. As has been already mentioned, they enclose two small glass tubes, one of which contains chloroform and the other some other drug. A slight pressure applied in a certain way is sufficient to break the tube and release the chloroform. The burglar then gently waves the cartridge beneath the nose of his victim. A heavy sleep is thus induced and the burglar is left free to carry out his search without fear of interruption.

How the man succeeds in dodging the Police patrols and how he disposes of the stolen property are mysteries which remain to be solved.

As residents know quite well Colombo is very thoroughly patrolled at night and it is difficult to move about after 1.30 a.m. without being stopped and cross-examined by the Police. How this particular man has been able so long to evade the patrols is a question which gives rise to various theories.

Another point of considerable interest is that none of the articles stolen by this particular burglar ever seems to be traced although the Ceylon Police are ordinarily quite successful in this direction.

THE NEW WOMAN.

DECISION OF PARIS.

RETURN TO MEDIEVAL FASHIONS.

Paris has spoken, and the world is changed. We are to have new women. The stature and form of the sex must be transformed. The day of the "petite femme," is at an end, and we are to bow our diminished heads before the "belle dame." Thus romantically Paris reports its decision. We own to some difficulty in relating these fervent phrases to the facts. We speak not to disprove what Paris spoke, but here we are to speak what everybody knows. The age in which we live had not appeared to us the reign of the little woman. Even before "Waacs" and land girls, and other Amazons thundered into sight we mingled wonder and fear at the growing magnitude of woman. By taking thought and exercise she had within mortal memory added a cubit to her stature. No more was Rosalind, but just as high as Orlando's heart. She threatened to pat him on the heart. Yet Paris declares that this epoch was really the apotheosis of "la petite femme." The syllogism runs thus: "The short skirt is the skirt for a little woman; we have had a period of short skirts, and, therefore, as aforesaid, the little woman has been in power." Threatened skirts live long. Not once nor twice in our rough island story Paris has threatened to extend the skirts of civilisation, and civilisation has shown the dressmakers a clean pair of heels. But we venture on no prophecy. Our little fashions have their day. The best of them cannot be relied on to endure. Nor do we contend that every woman is at her best in the exigent skirt. The infinite variety of the sex forbids that any one costume should be ideal, or even rational. But it is with alarm we read that, in devising the new fashions, the dressmakers "have gone to the Middle Ages for their inspiration." That, intellectually, the Middle Ages were coming into fashion again we knew, but an affection for their economics or their ethics or their metaphysics has not hitherto involved an adoption of medieval costume. Whether the notion will commend itself to some of our eloquent medievalists we cannot tell; but Paris should be more precise. The Middle Ages lasted a good many years, and the dressmakers then were no more constant to one love than they are now. If Paris were to urge a revival of Victorian costume we should want to know whether the crinoline was intended, or merely the bustle. In the early Middle Ages the lady of fashion wore what may be most lucidly described as a loose and flowing nightgown. The march of ideas transformed this, first, into something more like a dressing gown, and then into a clinging garment veiled in something looser. We will not continue. When the Middle Ages ended is a matter of bitter controversy among historians, and we are not prepared to accept the decision of the dressmakers. But we feel that women would like to know, for example, whether they are to put their hair up, or wear it in two plaits, or crown it with a wimple. We commend to the attention of Paris the schedule of the wardrobe of the Wife of Bath, whose shoes were moist and new, whose hose of scarlet red, whose hat as broad as a buckler, and who, "on a Sunday," were upon her head a wimple which, "the poet swears, weighed full ten pounds."

INDIGESTION AND BILIOUSNESS.

YOU should not eat food of any kind when bilious, but take full dose of Chamberlain's Tablets and plenty of water. That will cleanse the stomach, move the bowels, and restore the system to a healthy condition. For sale by all Chemists and Storekeepers.

THE DOLLAR.

To-day's closing rate 3.43
To-day's opening rate 3.53

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

SWEDISH FINANCES.

STOCKHOLM, November 24th.
The Swedish finances for 1920 are much more favourable than budgeted. The revenues exceed the expenditure by 250,000,000 kronor.

LATE EMPRESS EUGENIE.

LONDON, November 24th.
The Empress Eugenie left over £2,000,000. The English estate is worth £250,000. The will enjoins the executors to prosecute any one publishing her memoirs and bequeaths a valuable Gemme to Sir John Burgoyne, who brought her to England in his yacht *Gazelle* when the Second Empire fell.

OBITUARY.

LONDON, November 24th.
The death is announced of Admiral of the Fleet, Sir George Callaghan, G.C.B., G.C.V.O., First and Principal Naval A.D.C. to the King, who commanded the Naval Brigade, in the Relief of Peking, in 1900.

M.C.C.

SIDNEY, November 24th.
Waddington, who was in hospital suffering from abscess, has recovered and rejoined the Marylebone Cricket Club team.

CANADIAN NEWS SERVICE.

LONDON, November 26th.
A meeting of the Canadian Press representing the whole Press of Canada passed a resolution yesterday to sign an agreement with Reuter's for the supply of direct British cable service to Canada.

DUCAL MARRIAGE.

LONDON, November 26th.
The Duke of Westminster has married Mrs. Violet Bowley, daughter of Sir William Nelson. The bride's divorce decree has just been made absolute.

GERMAN'S SENTENCE COMMUTED.

WASHINGTON, November 25th.
On condition that he leaves America before January 1st, President Wilson has commuted the sentence of the German, Franz von Rintelen, who was convicted in war-time on a charge of fomenting rebellion in Mexico with a view to embarrassing the United States prior to its entry in the war.

FAR EASTERN CABLE NEWS.

CHINA'S NOTE TO JAPAN REGARDING ANFU LEADERS.

[BY COURTESY "HONGKONG DAILY PRESS"]

PEKING, Nov. 29.
The Japanese Legation publishes a Note from the Waichiao in which the Chinese Government requests, firstly, that Japan officially express regret for permitting Hsu Shu Cheng's escape from the Japanese Legation; secondly, the punishment of those responsible; thirdly, it places the responsibility arising from the escape upon Japan; and fourthly, it requests the remaining eight Anfu refugees to be handed over to the Chinese Government.

Mr. Obata, replying under instructions from Tokyo, declines to acknowledge the responsibility for Hsu's escape and declares that it is not incumbent on the Legation to hand over the remaining eight Anfuts.

CHINA OBJECTS TO CONSORTIUM TERMS.

PEKING, Nov. 29.
The Minister of Finance, under instructions, is planning to float a domestic loan of a hundred million, as the Consortium terms are objectionable. He appeals to the Chinese bankers for assistance.

Two further charges of alleged embezzlement have been preferred against Mr. Ferdinand G. Boulton, former manager and attorney for the Far Eastern Division of Messrs. Gaston, William & Wigmore, Inc., in Informations in the U.S. Court for China. The amounts named in these two charges are Tls. 1,333.71, alleged to have been misappropriated on June 28, and Tls. 12,250.54 on June 25.

THE BANQUE INDUSTRIELLE DE CHINE begs to inform the Holders of the Temporary Bonds of the CREDIT NATIONAL 1919, which have been subscribed through us, that same must be exchanged in our PARIS OFFICE for definite bonds before March 1921.

BUSINESS NOTICES

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FOR THE MAN OF TASTE AND
DISCRIMINATION
— NOW SHOWING
AT

SHAW'S

DRESS SHIRTS, DRESS
TIES, SILK SOCKS, SILK
SCARVES, PATENT PUMPS,
PATENT OXFORDS, WHITE
KID GLOVES, EVENING
VESTS.

KREMENTZ JEWELLERY.

J. T. SHAW
SPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL.

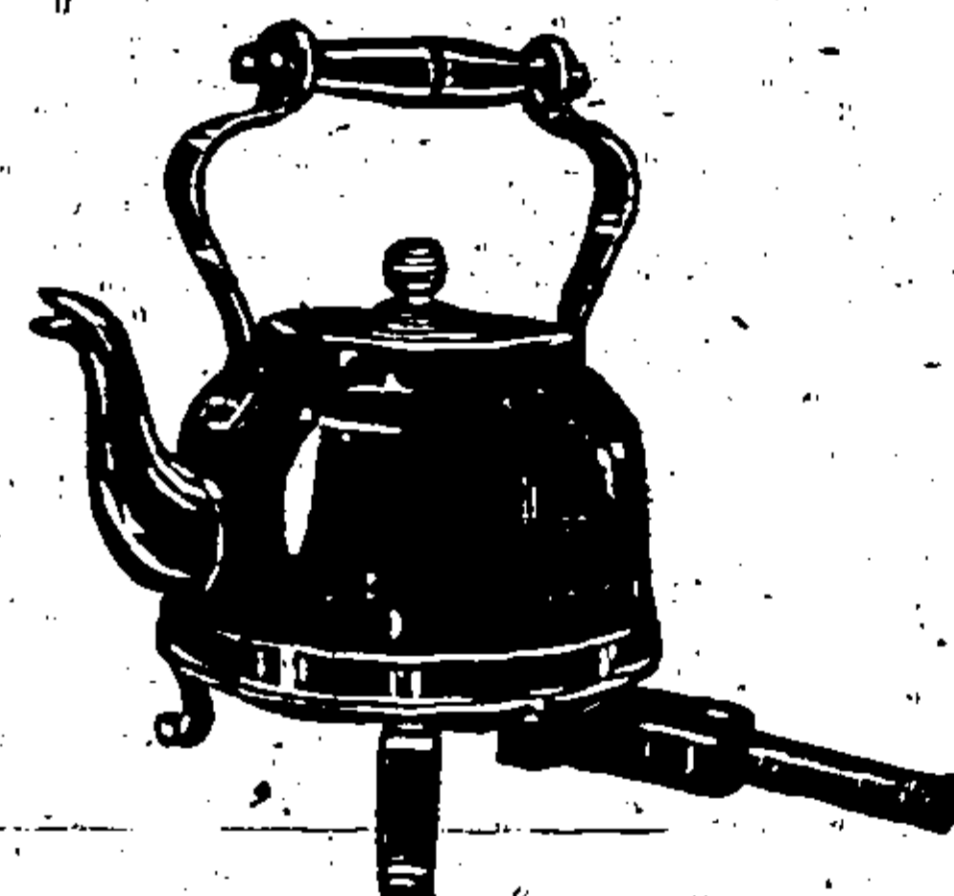


WE NOW HAVE LARGE SUPPLIES OF
BEE TLE VIRUS.
HARMLESS TO DOMESTIC ANIMALS, SAFE AND
CLEANLY TO USE, BUT MOST EFFECTIVE IN THE
EXTERMINATION OF COCKROACHES.

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FIRE, MARINE, LIFE and MOTOR ACCIDENT.
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KETTLES, IRONS, HOT PLATES,
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AND SURVEYORS.
Public Auctions.

THE Undersigned have received instructions to sell by Public Auction, on
FRIDAY, December 3, 1920,
commencing at 11 a.m.,
at their Sales Rooms, Duddell Street,
A Large Selection of Fine Cut
Glass Ware,
comprising:—
BOWLS & VASES in various
designs and sizes, DISHES,
CENTRE-Pieces, DECANTERS,
SCENT BOTTLES, JUGS, TAN-
KARDS, CREAM JUGS, SUGAR
BOWLS, BOWLS & DISHES,
(coloured).
Also
A Few Fancy Electric Table
Lamps,
On view from Tuesday, the 30th Nov.
Catalogues will be issued.
Terms: Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, November 25, 1920.

FOR SALE

MILNER'S SAFES

Apply to
LAMMERT BROS.,
Duddell Street.

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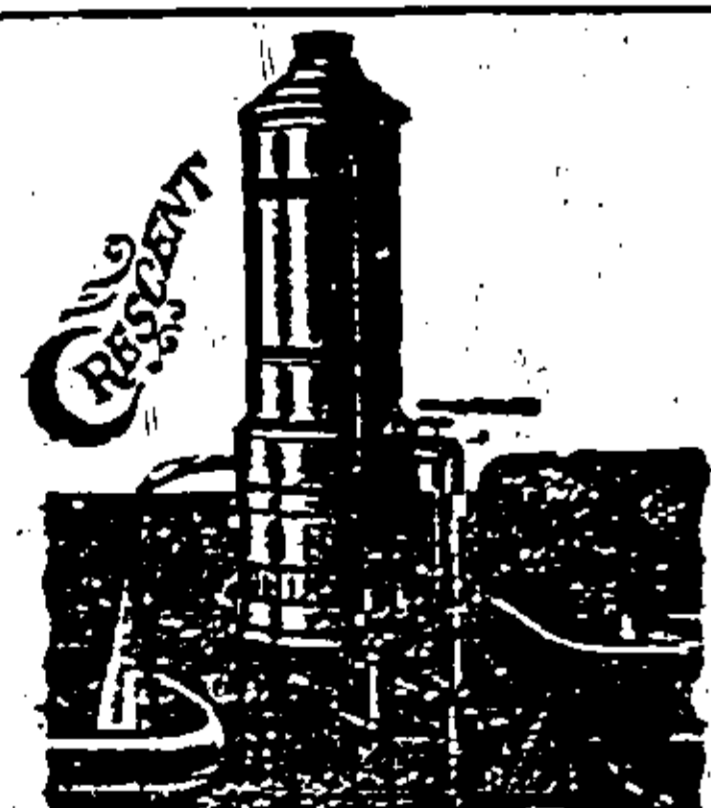
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cure the worst Cough.

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Japanese Photographers.
We have removed our Premises to
No. 36A, Queen's Road, C.
Sitting hours from 9 a.m. to 9 p.m.
Passport photos finished
in one hour.

MASSAGE.

MR. HONDA and MRS. HONDA.
Trained male Masseurs.
13 years' experience.
Formerly of Tokyo Military Hospital.
WILL VISIT PATIENTS'
RESIDENCES IF PREFERRED.
No. 24, Wyndham Street.
(Opposite to the China Mail).



**INSTANTANEOUS WATER
HEATERS**
For Gas and Oil
Unlimited Hot Water.

C. E. WARREN & CO., LTD.
Nos. 20 & 22 Des Voeux Road Central.
Established 1900

THE CLEANING OF
SUMMER FROCKS

is an important matter and
we make a speciality of
"refinishing" light Frocks
and Costumes so that they
keep clean longer than
when treated by ordinary
methods.

Our processes are thorough and
reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
really reasonable.
Write for Price List and See I

The Diamond Dyeing and
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General Draper.
23 & 24, Wellington Street.
Branch: 23, Nathan Road, Kowloon.
Phone 1462.

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YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for Infants which keeps good in
quality during Hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Dyspeptics (3)
MILFORD-McGRATH FLUID INSEC-
TICIDE the Best Fluid for destroying
Flea, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CABILL'S GOLDEN
FLEECE, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
Houses.

PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.

SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 17 & 19, Cross Street Central, Hongkong.
Telephone Nos. 1257.

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HYACINTH
BULBS

in fine condition at Ten Cents
per bulb.

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DEALERS IN POSTAGE STAMPS,
GARDEN SEEDS, TOYS, &c.
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JAPANESE MAKERS.

Every kind of Footwear.
**MADE
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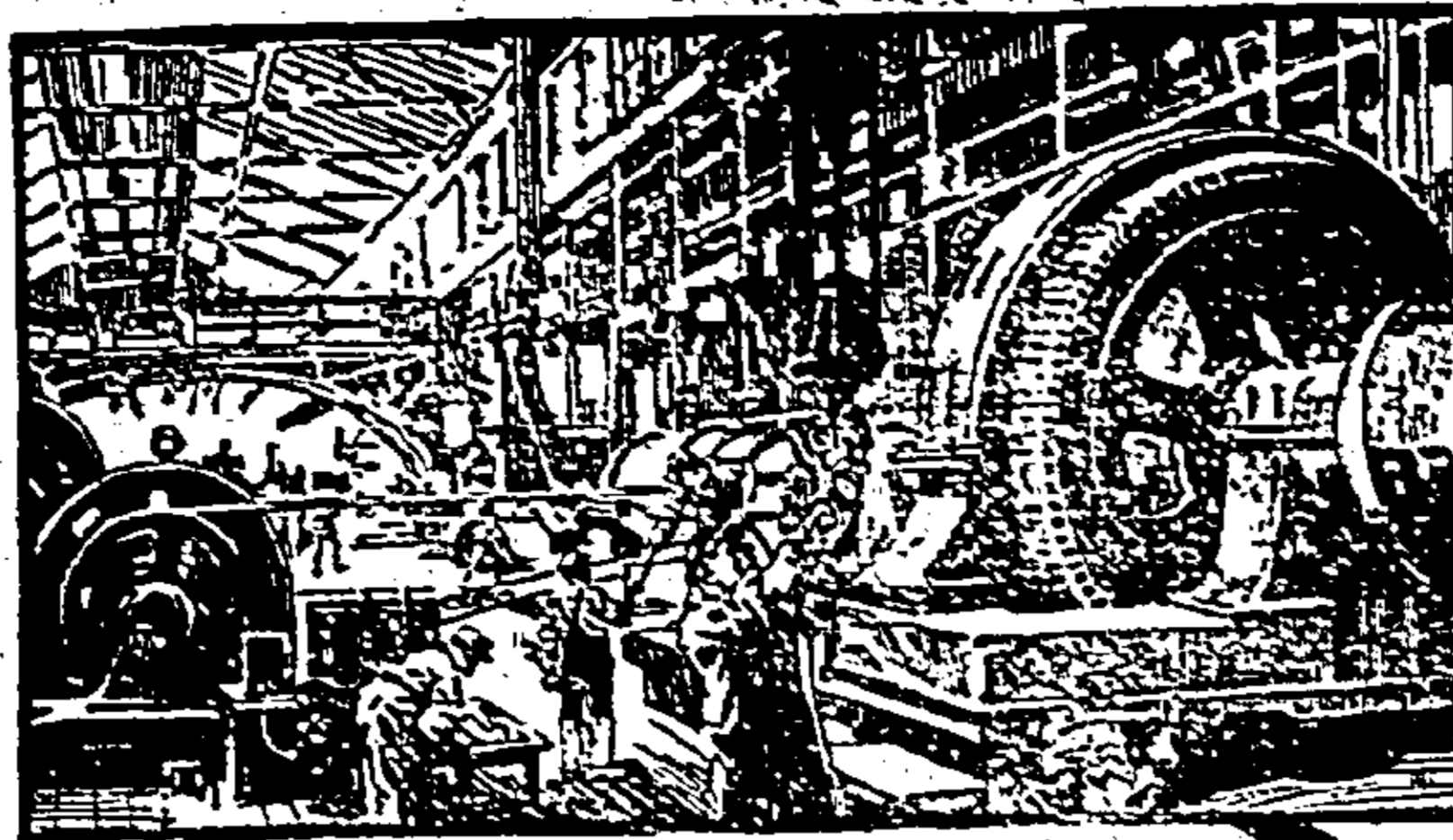
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Opposite Hongkong Hotel
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electrical equip-
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The Institution

This space will
show weekly a new
aspect of one of
the great indus-
trial institutions
of the world.

Twenty-one factories, six hundred
acres of ground, fifty thousand work-
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Add to this vision the conception of great engineering skill and
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Westinghouse Electric lends itself to the task of making electrical
equipment that meets every need efficiently and gives good service
at low cost. Its great aim is to keep always in advance of elec-
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Westinghouse
ELECTRICAL APPARATUS FOR EVERY PURPOSE

MERCHANT SHIPPING.

COMING REVOLUTION.

THE ADVENT OF THE MOTOR SHIP.

Archibald Eard writes in the *Daily
Telegraph*—

That merchant shipping, and especially British merchant shipping, is undergoing a change comparable to the evolution from sail to steam is revealed in the latest report of the operations of Lloyd's Register, which is issued to-day. Not only is oil displacing coal, but the motor-engine is being chosen by many shipowners in preference to the steam-engine, with its essential boilers and elaborate arrangements for the supply of fresh water.

It was after the Revolutionary and Napoleonic wars which convulsed Europe a century and more ago that steam began to replace sails. Owing to a variety of causes, not ignoring conservative instincts and vested interests, the general introduction of the steam-engine was long delayed, and there are still upwards of 5,000 sailing vessels of 100 tons and upwards doing service at sea. Six years ago it was, however, confidently asserted that the day of the sailing ship was finally passing. It is now apparent that the progressive movement in mechanical equipment which is changing the character of merchant shipping generally, thrusting the familiar steam-engine rather into the background, is also giving a new lease of life to the economical and picturesque sailor. Wind, it is realized, is cheap, and can be utilised when available, and when a vessel becomes becalmed its small auxiliary motor can be set going, thus utilising the agency of Nature in association with the most efficient mechanical power. Whereas in 1914-15 only 5,796 tons of sail shipping was classed by Lloyd's Register, the amount of new sail tonnage had risen to upwards of 40,000 in 1918-19, and it attained a total of 66,641 during the twelve months with which the society's latest report deals. How far the advantages offered by the motor-engine are responsible for this increased attention to sailing ships, and the extent to which the movement will go, are matters upon which it would be difficult to dogmatise. The possibilities of cheap transport for certain classes of goods which are thus opened up will certainly be studied with increasing interest, but in the meantime the most fascinating movement is the wide-sweeping revolution to which the report of Lloyd's Register directs attention.

COAL VERSUS OIL.
A large number of steamers previously using coal, including several of the largest liners, have lately come under the survey of the society in this country and abroad for conversion into oil-burners and in addition 425 new vessels which will rely exclusively on oil have been classed during the year, being twice the number recorded during the previous

twelve months. This development is already affecting the character of the general body of shipping afloat, as is proved by reference to the current edition of Lloyd's Register Book. A year ago, 10.5 per cent. only of the vessels were fitted to use oil as fuel for boilers, and 1.5 per cent. were equipped with internal combustion engines; the percentages have now risen 16.3 per cent. and 1.7 per cent. respectively. While it would be an exaggeration to state that coal is doomed for marine purposes, it is evident that it now has a serious rival in several varieties of liquid fuel. Similarly, it would be an over-statement to declare that the steam-engine is disappearing from the sea, but on the other hand, in spite of the advantages offered by geared turbines, it is apparent that many far-seeing and enterprising ship-owners are turning to the internal combustion engine, which has already produced so remarkable a revolution in transport on land and has enabled man to conquer the air. There are many indications, indeed, that we are witnessing the beginning of a movement which may before many years have passed lead to a complete rebuilding of the merchant fleets of the world. The high level of operating charges, including enhanced wages and the fabulous sums now paid for bunkers, must accelerate this process, which will be further aided by any further fall of freights.

The remarkable progress which has been made by the oil engine for marine purposes is the subject of an interesting statement in this latest of Lloyd's Register.

During the year under review classes have been assigned to twenty-eight new vessels of 79,805 tons, fitted with such engines as their main propelling power, twenty of these vessels having a collective tonnage of 76,993 tons. There are at present in course of construction under the society's survey upwards of 150 sets of Diesel engines and about the same number of sets of oil engines of other than the Diesel type, approximately half of which are building in the United Kingdom. In addition, oil engines are being used in large vessels as emergency sets.

The largest Diesel engines now being constructed under the society's survey are those for the "Glenogle," a twin screw vessel of 9,150 tons, having sixteen cylinders 29 1/16 in. diameter and stroke 45 3/16 in. The largest oil engine vessel completed during the year was the "Africa" of 8,597 tons. This vessel was fitted with Diesel engines having twelve cylinders of 29 1/10 in. and 45 3/16 in. stroke.

PROGRESS OF DEVELOPMENT.
The extent to which the oil engine is being adopted is, all the more noteworthy since the perfect type has not yet been evolved. Considerable modifications are still being made in the design both of the Diesel and other types. Most of the former are of the four-stroke cycle, with oil fuel injected by blast of high-pressure air. But the plan adopted in sub-marine engines for the injection of

fuel, without the use of air, is, with certain modifications, also being tried successfully. In this way, the plant required for air compression is considerably reduced, as compressed air is then needed only for starting and manoeuvring, effecting an economy in power. In another type of oil engine the manufacturers are looking in another direction for development. They have changed from a pressure system of fuel injection to one combining oil pressure with an added high-pressure air blast for more effectively spraying the oil. The trend of design suggests that the marine motor engine is still little more than in its infancy, for Lloyd's Register records that in the different types of engines usually made the maximum cylinder pressures range from 200lb. to 350lb. per square inch, it being added that at present other types are being made in which pressures of 390, 450, 485, and 550lb. per square inch are to be employed.

A THREEFOLD STRUGGLE.
We are already face to face with an interesting threefold struggle between (a) the steam engine with its boilers fired with coal or oil, (b) the internal combustion engine, and (c) the sailing ship with its small auxiliary motor, while on the other side of the Atlantic the American Navy Department has finally adopted the electric drive for its men-of-war. The problems which face the designers of warships are, however, dissimilar from those which confront the naval architect concerned with ships of commerce. The former endeavours to obtain speed regardless of cost, while the latter is under the compelling influence of a variety of economic factors. All that can be said at present is that the marine engine is in process of transition, and not a few shipowners are already convinced that for cargo-carrying purposes, at least, the future lies with the internal combustion engine. It is impossible to ignore the lessons inevitably to be drawn from such a contrast as is published in the current issue of the "Motor Ship." Two vessels of about the same tonnage and power have been taken—the steamer "West Selene" with a single triple-expansion engine, built last year in the United States, and the motor ship "Glenogle" constructed by Harland and Wolff.

Motor ship	Steamship
Glenogle	West Selene
405 ft.	410 ft.
5,200 tons	5,045 tons
Machinery power	3,500 h.p.
Speed	10.5-11 knots

As has already been suggested, the internal combustion engine for marine purposes is still only in its infancy, but the records of Lloyd's Register, which refer to British as well as foreign construction, for it is really an international institution, together with other indications, not excluding the increased attention which engine-makers generally are giving to the matter, support the belief that in the near competition in sea carriage which has now opened this new form of power will play a considerable part.

NOTICES.

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Hotel Mansions.

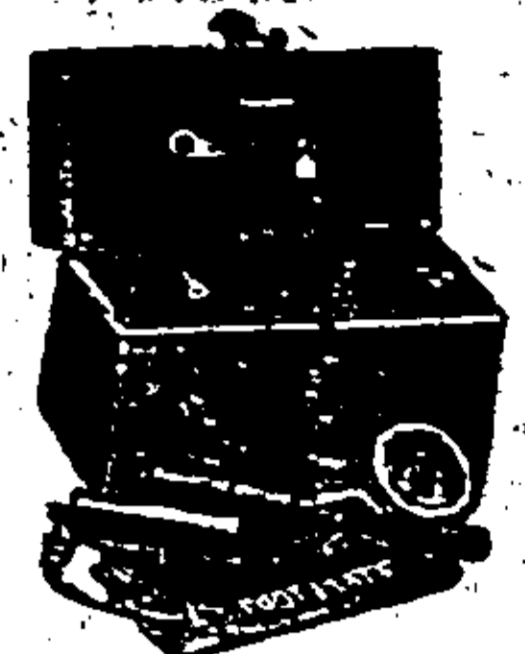
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ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

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BONES ACHE,

Then it is time to get a

MEDICAL

APPARATUS.



This wonderful instrument soothes the nerves and
relieves internal pains. Endorsed by leading Men
of the Medical Profession.

THE SINCERE CO., LTD.

"Electrical Supplies Department."

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THE HONGKONG HOTEL CO., LTD.

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HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

AND THE

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KING EDWARD HOTEL

CENTRAL LOCATION

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting,
European Baths and Sanitary Fittings, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address:—"VICTORIA."
J. WITCHELL, Manager.

CARLTON HOTEL.

(SEE ONLY AMERICAN BOOKS IN THE COLONY.)

ICE HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 40 Bedrooms, excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietor. Launches meet Passengers Boats.
Telegraphic Address "CARLTON." Mrs. F. R. CAMERON.

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and refurnished. Electric light and fans throughout
and entirely under new management. Cuisine under the personal supervision
of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add. "PALACE."
J. H. O'NEILL, Proprietor.

TANG YUE, DEGREE
the late RICH TING,
14, D'ARCADE STREET.
TERMS VERY MODERATE.
Consultation free.

FRENCH LESSONS

G. MOURON

15, MARSHALL STREET

Eughes & Hough
AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Orders used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"EUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,
(for account of the concerned),

WEDNESDAY,
December 1, 1920, at 12 noon,
at their Sales Rooms,
No. 8, Des Voeux Road, Corner
of Ice House Street,
A POINTER DOG,
about 2 years old. Sound condition.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, November 27, 1920.

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,
December 3, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

Suit and Overcoat Lengths,
Dress Materials, &c. &c.,
including:—

Gen's Boots and Shoes, Woollen
Jerseys, Fur Coats, Hosiery, Gen's
Felt Hats,
&c. &c. &c.

Also
Lace Curtains, Bed Sheets, Oretanne,
&c. &c.

On Thursday 2nd Dec., at 2
p.m.

HUGHES & HOUGH,
Auctioneers.
Hongkong, November 27, 1920.

FOR SALE.

THE Undersigned have received instructions to sell at their Sales
Rooms, No. 8, Des Voeux Road, Corner
of Ice House Street,

One Large Houseboat,
(suitable for temporary abode in view
of the shortage of houses),

And
One Motor Yacht with all accessories.
Particulars from the undersigned.
Terms:—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, November 13, 1920.

Y. NAGATA

FURRIER.

Furs made up Artistically,
Furs cleaned and Remodelled.

See call at Private Residences by Appointment.
Address:—2nd Floor, 42 Praya East.

THE NEW
FORD
WITH ELECTRIC
STARTER HAS
ARRIVED.

ASK US FOR
A DEMONSTRATION.

**IMMEDIATE
DELIVERY**

ALEX. ROSS & CO.
25 DES VOEUX ROAD
TEL. 27
GARAGE
KOWLOON
TEL. 447

INTIMATIONS.
**SOCIETY OF ST. VINCENT
DE PAUL.**

OUR POOR DAY
STREET SALE OF ROSES
TO-MORROW
1ST DECEMBER, 1920.

**BE GENEROUS
FOR THE SAKE OF
HONGKONG'S POOR**

The Society's Expenditure
on
Relief to the Poor
and on the
Education of the Children
of the Poor
Now amounts to over
\$1,000 a month

**THE SOCIETY'S 37th
ANNUAL BAZAAR**
will be held on
5th DECEMBER
Under the distinguished patronage of
**H.E. The Governor and
Lady Stubbs**

HONGKONG WAR MEMORIAL.

THE HONGKONG WAR MEMORIAL
COMMITTEE, invite Architects
and Designers to submit designs in
Competition for a Memorial to be erected
on the site adjoining Royal Square,
opposite the Hongkong Club.

Intending Competitors, who must be
British Subjects resident in the Colony,
should apply to the undersigned at the
General Post Office, not later than the
31st of December, 1920, for full particu-
lars and conditions.

M. J. BREEN,
Honorary Secretary,
HONGKONG WAR MEMORIAL COMMITTEE.
Hongkong, November 25, 1920.

WAR MEMORIAL.

Subscription Lists for the above
will be found at:

HONGKONG CLUB.
KOWLOON CRICKET CLUB.
VICTORIA RECREATION CLUB.
ENGINEERS' INSTITUTE.
CLUB DE RECREIO.
Messrs. KELLY & WALSH.
Messrs. MOUTRIE.
Messrs. LANE, CRAWFORD & CO.
N. J. STABB,
Hon. Treasurer.
Hongkong, Nov. 27, 1920.

PUBLIC MEETING AT CITY HALL.

A PUBLIC MEETING

WILL be held at the CITY HALL,
on THURSDAY, December 2nd,
at 5.15 p.m., for the purpose of appor-
ting, if thought fit, of the erection of a
building for the joint use and benefit
of the Navy, Army, and Civilian Com-
munity; the appointment of Patrons of
such building, and of a Sub-Committee
for the purpose of raising the necessary
funds.

His Excellency the Governor has
kindly consented to take the Chair.
Hongkong, November 27, 1920.

CHRISTMAS AND NEW YEAR.

1920/1921.

CABARET DINNER DANCES will

be held as follows:—
DECEMBER 24th, CHRISTMAS
EVE, REPULSE BAY HOTEL.
DECEMBER 25th, CHRISTMAS
NIGHT, HONGKONG HOTEL.
DECEMBER 27th, BOXING DAY,
REPULSE BAY HOTEL.
DECEMBER 31st, NEW YEAR'S EVE,
REPULSE BAY HOTEL.

Patrons are kindly requested to
make table reservations early in view of
the fact that accommodation is limited.
Alterations at the Repulse Bay Hotel,
are being carried out with a view to
doubling the floor capacity for dancing;
such alterations will be completed be-
fore the above dates.

J. H. TAGGART,
Manager.
Hongkong, November 25, 1920.

NOTICE.

WE have this Day REMOVED our
Offices to the 4th Floor of York
Building, Chater Road.
DE SOUSA & CO., LTD.
Hongkong, November 29, 1920.

TAIYO & CO.
JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 14, Wyndham St.

**WANT
ADVERTISEMENTS**
25 WORDS 3 INSERTIONS,
\$1. PREPAID.
Every additional word 5 Cents
for 3 insertions.

WANTED.
POSITION WANTED.—By COM-
PETENT LADY STENO-
GRAPHER. Excellent references. Apply
stating terms etc., to Box 1231, c/o
"China Mail."

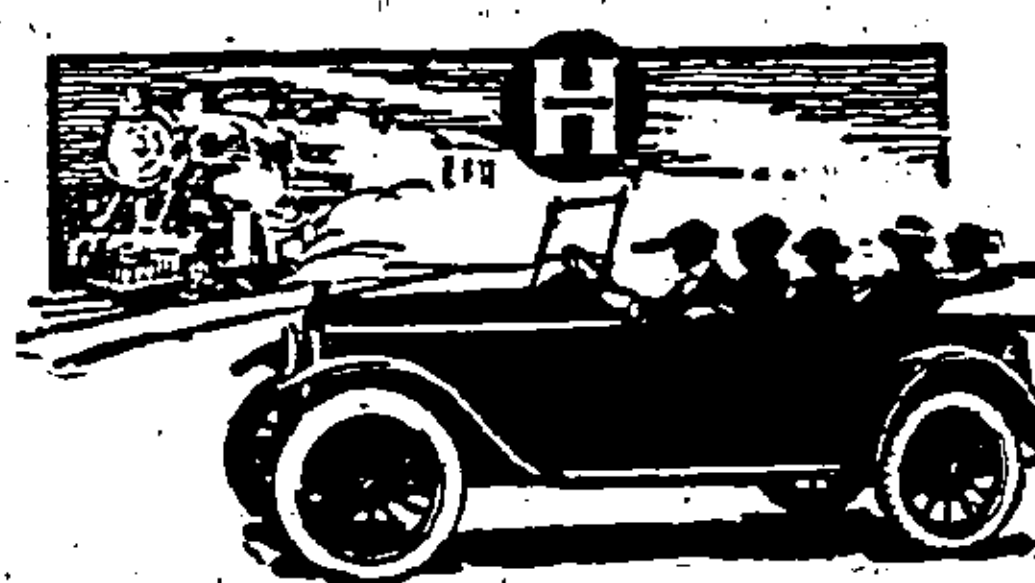
FOR SALE.
FOR SALE.—FIRST CLASS Pedigree
Scottish Terriers and Aberdeen
Terriers. Orders for any Breed of DOGS
Promptly executed with satisfactory
results by late Kennelmaster to Sir Samuel
Hordern. Only bona fide purchasers
need apply Box 1240, c/o "China Mail."

**FOR SALE.—ONE 5 SEATER
FORD TOURING MOTOR CAR**
(Second hand). Cheap price, also 11
ton Mayland Motor Truck, in good
working order, (second hand), reason-
able price. Apply Box 1241, c/o "China
Mail."

TO LET.
TO LET.—IMMEDIATE OCCU-
PATION.—A FEW THREE ROOM
EUROPEAN FLATS IN "ORIENT
BUILDINGS," CORONATION ROAD,
KOWLOON. MODERATE RENTAL.
Apply J. CLARK, Architect and
Surveyor, 14, Queen's Road, Central.

EUROPEAN AGENCY.

WHOLESALE Indents promptly
executed at lowest cash prices
for all British and Continental goods,
including:
Books and Stationery.
Boots, Shoes and Leather.
Chemicals and Druggists' Sundries.
China, Earthenware and Glassware.
Cycles, Motor Cars and Accessories.
Draps, Millinery and Piece Goods.
Fancy Goods and Perfumery.
Hardware, Machinery and Metals.
Jewellery, Plate and Watches.
Photographic and Optical Goods.
Provisions and Oils and Stores.
&c. &c.
Commission 2 1/2% to 5%.
Trade Discounts allowed.
Special quotations on Demand.
Sample Cases from £20 upwards.
Commitments of Products Sold on Account.
WILLIAM WILSON & SONS
(Incorporated 1814).
25, Abchurch Lane, London, E.C.4.
Cable Address: "WILSONS" London.



The more important Hupmobile manufacturing
processes are identical with processes applied to cars
that cost a great deal more. Precision and watchful-
ness govern every manufacturing operation to a degree
that recently inspired a leading automobile publication
to cite the Hupmobile factory as a model.

STANDARD EQUIPMENT.

5-seater Touring or 2-seater Roadster body.	Ammeter.
Speedometer.	Boot and rug rails.
Electric starter.	Tyre carrier—extra rim.
Head, tail and dash board lights.	Side curtains—door curtain carriers.
Bain-vision windshield.	Tonneau carpet.
Fuel gauge.	Hood (black or khaki).
Oil pressure gauge.	Grease gun.
Electric horn.	Pump, jack, full set of tools.

**ALEX. ROSS & COMPANY,
HONGKONG, CHINA.**

**SHANGHAI GARAGE COMPANY,
SHANGHAI, CHINA.**

Hupmobile

FURNITURE.
CONTRACTS SOLICITED FOR HOUSES, OFFICES,
HOTELS & CLUBS.

BRASS AND IRON BEDSTEPS, UPHOLSTERY,
ELECTRO-PLATED WARE, GLASSWARE, CROCKERY,
HIGH-CLASS TEAKWOOD & BLACK WOOD FURNITURE.

CHEONG LEE & CO.
HEAD OFFICE, 25, QUEEN'S ROAD CENTRAL.
TEL. No. 361.
CABLE ADDRESS: "CHEONGLEE" A.R.C. Code 574. HONGKONG.

COALING SHIP.
HOLD A QUIANT SIGHT.
NAVAL OFFICER'S EXPERIENCE.
"Mr. Clarkson, sir, please."
"Mph!"
"Five-forty-five, Sir." Collier's
ordered for six o'clock.
I climbed out of bed and "donned
my" "coaling rig," last week's dirty
underclothes, a filthy overall, a
monkey jacket with torn pockets and
almost black stripes, and a dilapidat-
ed cap. No outer clothes can be
used for anything else after they
have once been worn for "coal ship."
The collier was coming alongside
as I reached the upper deck. Stacked
along the ship's side were empty coal
bags and shovels, while farther back
rows of trolleys were ready to take
the bags away to the shoots. At the
sound of a bugle the men fell in
quickly and were mustered. The
midshipman of the watch reported
them to the commander.
"We've got 1,200 tons to come
in," the commander told them. "See
if we can beat last month's record.
Remember it pays to fill each bag
properly and not send up half-empty
ones.—Coal ship!"
A scramble for the collier. The
men on deck threw down the bags
and shovels, which were quickly
seized as work was started. Steadily
the bags were filled and hoisted in-
board to be taken away and tipped
down the shoots to the bunkers.
At seven-thirty we had half an
hour's interval for breakfast. Hastily
washing my hands and mouth, I
hurried to the Ward Room. All of
us sat down with hearty appetites at
the clothed table. Conversation
was spasmodic. "Filthy coal!"
"Beastly. All dust."
"Somebody's pinched all the best
shovels and left the duds for our
hold."
"That's the foretomen; they're
up to anything like that."
At eight o'clock the "Commence"
sounded and work was resumed. My
hold, viewed from above, was a
quaint sight. One corner was in-
visible in a fog of coal dust.
Grotesquely garbed men dug untir-
ingly, some smoking, some singing,
but all, apparently enjoying them-
selves. One man wore a coloured
football jersey and shorts, another an
overall consisting chiefly of tears and
patches, while a third favoured a
striped bathing costume and a leather
belt.
The amount of coal remaining to
be got in is signalled every hour, and
when the flags at eleven o'clock
showed only 180 more tons fresh
zest was added so that we might
finish before dinner, which is at noon
in the service.
At a quarter to, "Cease fire"
sounded. All the bags and shovels
were hoisted in and the men quickly
followed. In five minutes the collier
had steamed off. The coaling was
over.

EARLIER TELEGRAMS.
(Reuter's Service to the China Mail.)
IRELAND.
LONDON, November 26th.
Mr. Arthur Griffiths, the acting Pre-
sident of the Irish Republic, has been
arrested in Dublin.
Mr. Griffiths has been taken to an un-
known destination.
Others arrested in Dublin are Professor
John McNeill and two Sinn Fein mem-
bers of Parliament, Mr. McBride and Mr.
Duggan.
To-day's arrests of Sinn Fein leaders
has caused a tremendous sensation in
Dublin where the arrest of Mr. Griffiths is
regarded as of the highest importance.
It is recalled that when he went to
Paris in July he declared in an interview,
"We accepted the aid of Germany and
will accept the aid of anyone as long as
we are under the English yoke."
The frequent tragedies in Dublin have
created a panicky feeling. Since Sunday
morning the deaths in Dublin total 35.
The process of coming out for the
"wanted" men continues relentlessly day
and night. Some hundreds have been
arrested, but many have been quickly re-
leased.
It is authoritatively declared that owing
to congestion in prisons the arrested per-
sons will be confined in strongly-guarded
internment camps. Other arrests will fol-
low as soon as the camps are ready.
In the House of Commons, Sir Hamar
Greenwood said that in the course of
systematic raids in Dublin Mr. Griffiths'
house was raided and a quantity of docu-
ments were found necessitating further
investigations and Mr. Griffiths was de-
tained, pending the result.
Mr. Griffiths who is also a Sinn Fein
M.P. was arrested while he was in bed.
He did not resist. He was to have ad-
dressed an Irish meeting at Manchester
to-morrow and on Sunday, but the meet-
ings were prohibited by the Home Sec-
retary on the ground that they might cause
disaffection.

It is authoritatively stated that the ar-
rest of Mr. Griffiths is due to revelations
contained in the recently captured docu-
ments showing the closest link between
the Republican Army and the Dail
Eireann, of which Mr. Griffiths was the
acting head. The Dail Eireann has been
collecting funds for the Republican Army
which is engaged in the murder campaign,
and it is believed that the Dail Eireann
would not supply moneys without some
control over the purposes for which it is
used.
It is likely that the Government hence-
forth will subject those arrested who are
connected with the Republican Army to
some form of internment. This indicates
in a certain measure the acceptance of
the Republicans' declaration of a state of
war, and the demand to be treated as
prisoners of war.
It is pointed out officially that there is
a growing alienation of feeling among the
Irish people from the extremists. A
striking instance is the decision of the
Galway Council to sever connection with
the Dail Eireann, reverting to the allegi-
ance of the constitutional authorities of
the realm. This action on the part of the
leading representatives of a strongly
Nationalist County is expected to have an
important effect on public opinion through-
out the South.
Another bomb explosion took place in
Cork this morning. Two persons were
killed and one wounded.
The Cork bomb explosion is surround-
ed with mystery. It occurred at a coffin-
maker's workshop, where two men, who were
working at a bench, were killed instantly.
An apprentice was hit by a piece of
shrapnel and was seriously wounded.
Inspector Madden, who was wounded
by the Sinn Feiners in Cork, has suc-
cumbed to his injuries.
The defendants in the Freeman's
Journal court-martial have been found
not guilty on four charges.
In connection with the Tullow murders
counsel for the defence admitted that the
murders were not committed by the
"Black-and-Tans."
The Court has begun hearing of the two
charges arising out of the publication in
the paper of the story that an arrested
Sinn Feiner was brutally ill-treated in the
barracks. The Crown Counsel said that
the story was a pure fabrication. The
Court adjourned the hearing until Decem-
ber 2nd.

OUTLOOK IN NEAR EAST.
PARIS, November 26th.
A Havas message says:—
The papers express satisfaction at the
happy omen that the greatest cordiality
existed at the first meeting of the British
and French Premiers on the latter's arrival
in London.
Le Temps, summing up French opinion,
states that France was in favour of an
immediate declaration defining the policy
towards Constantinople, to which move Great
Britain, however, preferred the attitude
of expectancy.
Le Temps states that the question how
to preserve peace in the Near East is of
paramount importance.
M. Venizelos, now a refugee in France,
is pleading for his ungrateful country and
discountenancing any re-shaping of the
Sèvres Treaty. Protests are already heard
against any idea of replacing Christian
populations under Turkish control.
Le Temps believes, however, that
general interest must come first, and "that
interest demands that fighting in the Near
East must cease, and the permanent
causes of conflict in Thrace must be
eradicated. That task had been entrusted
to Greece, who was relied upon to watch
Smyrna and Thrace and pacify Asia Minor.
That task proved somewhat too heavy for
Greece. Now M. Venizelos's fall has dis-
organised her army and upset her external
and internal political structure. So the
question is asked: Is Greece now strong
enough to check the Turkish Nationalists
and keep the Bulgarians from the Aegean
Sea? French opinion believes that the
only way to pacify the Orient and save
Greece herself is now to revise the Sèvres
Treaty, as regards Smyrna and Thrace.
Any delay will not avail. By leaving the
Sèvres Treaty as it is, any chance of
agreement with the Turkish Nationalists is
withdrawn from the Constantinople Gov-
ernment. This means perpetuating war
in Turkey and playing the Bolsheviks'
game in the Near East, which would do
our British friends no good."

NOTICES.

MADAME FLINT wishes to announce the
her new Dressmaker Madame Jeanne has arrived
from the renowned House of "Paquin" Paris who
will be pleased to take all orders for Gowns, etc.

Also by the last mail we have received a choice
selection of goods including Day & Evening Gowns,
Opera Cloaks, Costumes, Winter Coats, Sports Coats,
Jerseys, Millinery, Kid Gloves, etc.

MADAME FLINT,
32, Queen's Road, Central,
Corner of Flower Street.

TABAQUERIA FILIPINA
IS NOW LOCATED AT
38-40, QUEEN'S ROAD CENTRAL,
Opposite to LOCK HING & CO.

Equalizing a strain on Braces
must either be done by the
wearers or built in by the man-
ufacturers.

Shirley President Braces are
famous for this: that the equal-
izing of the strain has been
built into every pair—therefore
the brace to buy, no strain on the
wearer.

Millions of satisfied wearers the
world over.

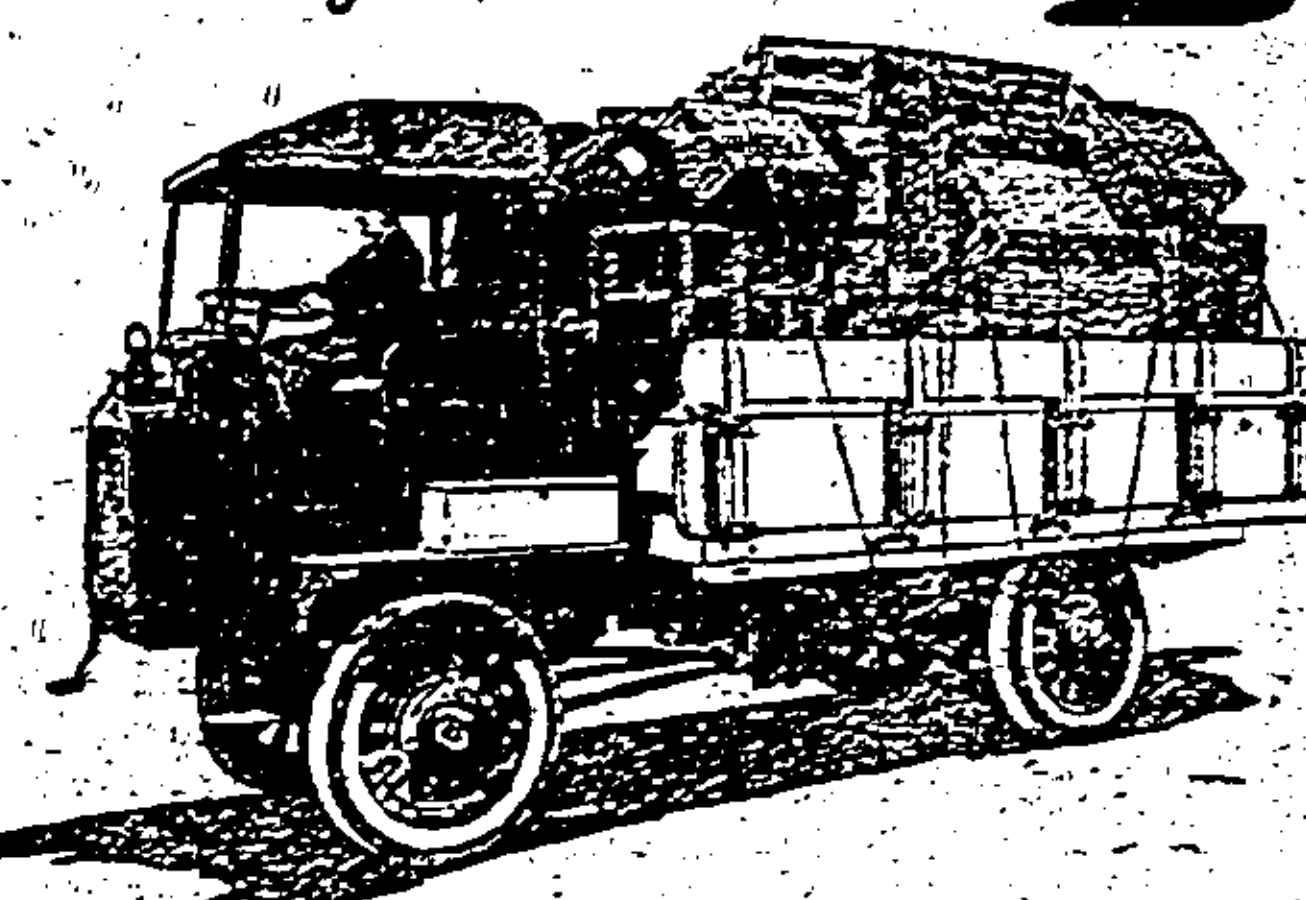
Look for the name "Shirley
President" on the buckles—this
is your guarantee.

For Sale By Good Dealers Everywhere.

PRESIDENT SUSPENDER COMPANY.
Shirley, Mass., U.S.A. Established in 1870.
Cable Address PRESIDENT
Western Union, A.B.C. Fifth Edition and Bentley's Code.

**Power
Durability
Reliability
Economy**

FWD



AGENTS FOR SOUTH CHINA
VASQUEZ COREEAS & CO.
REPRESENTED BY
E. MOW FUNG,
67 Des Voeux Road Central.

LONG HING & CO., PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALITY.
No. 174, Queen's Road Central, HONGKONG.

JUST RECEIVED.

**A New Consignment of Phoenix
Stockings and Interwoven Socks,
etc., at very moderate prices.**

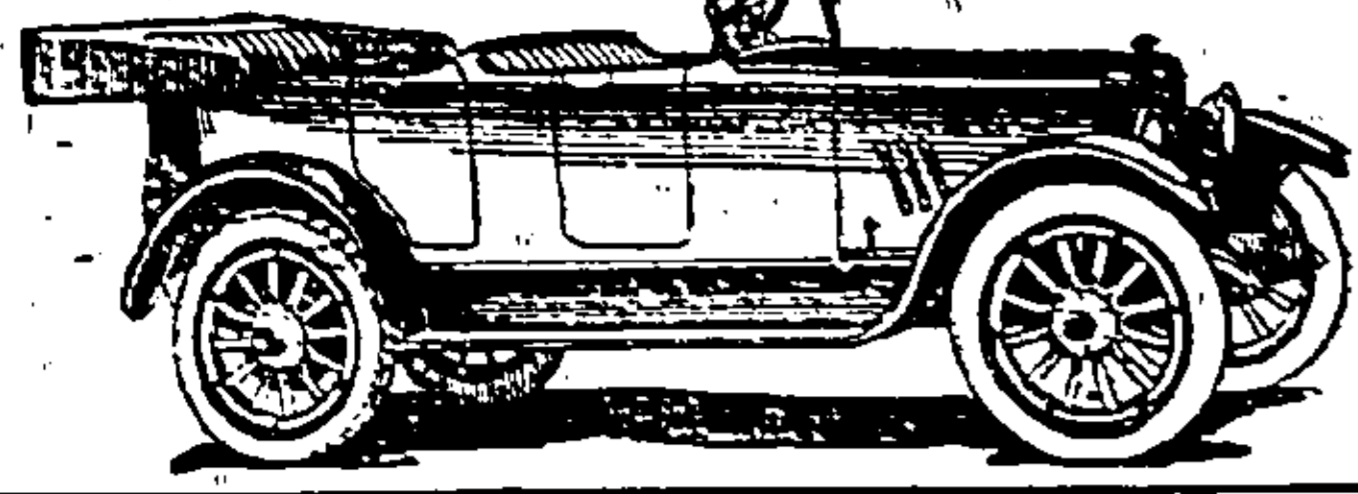
AN INSPECTION IS SOLICITED.

D. OHELLARAM,
26, Queen's Road Central.

Mr. Tang considers the calling of a conference for the peace parleys as the only means of bringing about the union of North and South.

MERCURY MOTOR CAR CO.

55-51 Des Voeux Road Central, HONGKONG.



General Address: "MERCURY" HONGKONG. Phone 1234. A.C. 220 Volts. Western Union. BENTLEY. P. E. VOUGA, Manager.

"EXCELSIOR" IN PIDJIN.

For the sake of the many griffins who have not read this classic of the China Coast, we reprint it:

That nighty time begin chop-chop. One young man walkey, no can stop. Maskee snow! maskee ice!

He cally flag wid chop so nice. Top-side galow!

He muchee sell-one piecye eye. Look-see sharp so-all same my. He takee large-rakey strong. Too muchee curio-all same gang. Top-side galow!

Inside that house he look-see light. And every loom got fire all light. He lookee plenty ice more high. Inside he mouth he plenty cly. Top-side galow!

Olo man takee. "No can walk. Byn by lain come-welley dark. Hab got water, velley wide." "Maskee, my muss go topside." Top-side galow!

"Man-man," one girley takee he. "What for you go topside look-see?" And one time more he plenty cly. But all-time walkey plenty high. Top-side galow!

"Take care that spoolum tree, young man." "Take care that ice. He want man-man." That coodie chin-chin he. "Good night!" He takee "My can go all light." Top-side galow!

Joss-pidjin-man he soon begin. Morning-time that joss chin-chin. He no man see him plenty fear. Cos some man takee-he can hear. Top-side galow!

That young man die, one large dog see. Too muchee bobbly findce he. He hand blong colo-all same ice. Hab got that flag with chop so nice. Top-side galow!

Yoo too muchee laugh! What for sing? I thinks you no savvy that ding! Suppose you no b'long clever inside. More better you go walk top-side. Top-side galow!

LATEST SHIPPING NEWS.**ARRIVALS.**

The s.s. "Toyara Maru," Captain Suzuki, 1486 tons, arrived this morning at 7.45 a.m. from Wakamatsu with 2930 tons of coal.

The s.s. "Taile," Capt. Masaki, 1,044 tons, arrived this morning at 7.45 a.m. from Wei-hai-wei with 1,507 tons of grain.

The s.s. "Tenshin Maru," Capt. Kitamura, 2,483 tons, arrived this morning at 8.06 a.m. from Moji with 532 tons of general cargo and 18 bags of mail.

DEPARTURES.

The s.s. "Laen Samud," Captain L. Cholasindhu, sailed for Bangkok via Swatow at 8 a.m. to-day with 400 tons of general cargo.

The s.s. "Samarang Maru," Capt. Morita, sailed for Kobe via Moji at 2 p.m. to-day with 200 tons of general cargo.

CLEARANCES.

The s.s. "Tenshin Maru," Jap., cleared to-day and will sail for Bombay via Singapore at 6 a.m. to-morrow.

The s.s. "Tak-ang," British, cleared to-day and will sail for Haiphong via Hanoi at 10.30 a.m. to-morrow.

The s.s. "Commandant Magas," French, cleared to-day and will sail for Shanghai at 6 a.m. to-morrow.

Sir Maurice Fitzmaurice and Lady Fitzmaurice, who have been in the Colony for several weeks, will sail to-morrow on the steamer "Namsang" of the Indo-China Steam Navigation Company, Ltd., for Singapore. Sir Maurice, who is a member of the firm of Coope, Matthews, Fitzmaurice and Wilson, Consulting Engineers for Harbours to the Crown Agents for the Colonies, came to Hongkong in behalf of the Government to report on the subject of its future development.

SEQUEL TO A FIRE.**JEWELLERY AND MONEY 'STOLEN.'****FIREMAN CHARGED.**

Denial was made by a Chinese fireman, who was this morning charged before Magistrate Smith with the theft of eight gold finger rings, three gold ear-rings, and \$45 in cash, valued altogether at \$108, from the second floor of No. 12, Peel Street.

Inspector Moore said that as a result of a fire in the house in question yesterday the first and ground floors were gutted. After the fire had been put out, the defendant and another fireman were placed on duty to watch the debris. From the verandah of the house next door, the owner of the property saw the defendant break open her trunk and cash box and steal the jewellery. When she tried to gain admittance to the house, two other firemen on duty downstairs would not admit her. She reported the matter at the Central Station, and Detective Sergeant Fender was sent with her to the house where the Sergeant saw the broken trunk and cash box. They then went to the Fire Station where the woman identified the defendant. The Sergeant searched him, but found no man living in the house opposite No. 12, had also seen the defendant bending over the trunk. Consequently there could be little doubt as to the identity of the thief.

At this stage, Mr. A. E. Hall appeared in Court and informed the Magistrate that he was for the defence. Mr. Hall asked for a remand in order to have time to receive instructions, and the hearing of the case was adjourned until to-morrow morning.

STEAMER LAUNCHING.**FLOATING WOOD STOLEN.****PREDATORY BOATWOMEN SENTENCED.**

A sequel to the launching of the "Whangpu" at the Taikoo Dockyard yesterday was heard in the Police Court this morning when two boatwomen were charged before Magistrate Orme with the theft of 20 blocks of wood, the property of the Taikoo Dock Co.

The defendants declared that having seen the wood floating in the harbour they had fished it out unaware that it was the property of the Docks.

Mr. Smith, who prosecuted, said that the theft was committed immediately after the launching of the s.s. "Whangpu" yesterday, in spite of precautions. There were hundreds of sampans in the vicinity, and steam launches and motor boats were sent out by the Company to keep order in the harbour and to warn the boat people not to take the wood. However, immediately the "Whangpu" took the water, the sampans rushed in and the ropes fastening the wood together were cut and the wood stolen. This sort of thing happened at every launching, and must be stopped.

Defendants were sentenced to fourteen day's hard labour apiece.

KINEMA NOTES.**HONGKONG THEATRE.****AN EXCELLENT PICTURE.**

A picture of unusual merit is William S. Hart in "The Cold Deck" which is on to-day at the Hongkong Theatre. Those who admire the Hart type of play will be delighted, if they have not already seen it; those who have yet to make his acquaintance have a treat in store. The picture is of the early days in California—the days of the gold rush. The setting is in the beautiful scenery of the mountains, and the story is exceptionally full of interest; above all, it is evident that both the dramatic progression of the play and the casting of the players has been supervised with the utmost care. Through it all there is an undercurrent of pathos, involving Lovel Leigh, the gambler, played by Hart and his little sister, who happens to be one of the sweetest types that has appeared on the screen for many a day. The picture is described as a masterpiece—not without good reason. The programme is supplemented by an entertaining two-reel comedy.

AN ARTIST IN CHINA.**GEORGE CHINMERY'S WORK.****SCENES IN MACAO AND CANTON.**

Invariably interesting, both to the art student and to the general reader, the latest number of *The Studio* to hand is of particular local interest owing to an article by James Orange dealing with the Chinese period in the life and work of George Chinmery, R.E.A.

George Chinmery was born in London on January 5, 1774; began to exhibit at the Royal Academy in 1791; practised in Dublin from 1797 to 1802 (married in 1799); and proceeded to Madras in 1802. Leaving Madras in 1807, he went to Calcutta, where he remained until 1825, when he sailed for China. Soon after his arrival in Macao his wife threatened to join him so he removed to Canton, for, as he remarked, "Now I am all right. What a kind providence is this Chinese government that it forbids the softer sex from coming and bothering us here!" After about two years in Canton he resumed residence in Macao, living in the same house until he died on May 30, 1832.

The article, which is generously illustrated with fine reproductions, both in colour and black and white, observes that Chinmery could have made a large fortune if he had not been possessed of the eccentricity of genius and of so restless a character. It was rare for him to complete a picture. In China he entered into a society which was not artistic, and his life was a constant financial struggle, yet on the whole a happy one. Contemporary writers speak of his charming and genial disposition and of the affection in which he was held.

Chinmery's work in China has a certain monotony, for he painted the same individuals and the same scenes and types of Chinese life many times albeit with some difference in detail. His best work is probably to be found in charming scenes of Chinese life, for his great delight was in sketching; every morning of fine weather attracted him out at dawn, and his vigorous sketches in both pen and ink and pencil are masterly drawings. Some of his portraits in oil (several of which are reproduced in *The Studio*) are remarkably good, though it is said not always faithful likenesses, while others are painted without any artistic effort and most probably to produce the money required at the moment. His landscapes and small marine views are especially attractive, whether in oil or water-colour. A favourite subject was the sampan girl or boat woman with the black trousers, blue tunic, and red kerchief over the head.

Most principals of firms in China during 1825-52 obtained from him portraits of themselves and friends, and pictures of Chinese life; most of these are now in Europe or America and very few are to be found in China. It was a fashion thirty or forty years ago among old firms to possess a Chinmery like a piece of plate or old furniture. Sir Robert Buchanan Jardine, Bart., has about forty of Chinmery's pictures, principally oils, portraits, and scenes of India and China, including an admirable portrait of Mr. William Jardine. The founder of the China firm of Jardine, Matheson and Co., Major Henry Keswick has eighteen Chinese pictures, besides Indian scenes and an interesting volume of sketches by Chinmery. Some of the pictures were loaned by his father, Mr. William Keswick, to an exhibition held in Hongkong in 1897. Mr. J. J. Keswick, Mrs. Keswick, John Bell Irving and John Johnston (all connected with the firm of Jardine, Matheson and Co.) possess several fine examples of the painter's art. The Dr. George Morrison Library, now owned by Baron Hisaya Iwasaki, Tokyo, includes two volumes of Chinmery's works. One contains 206 pen-and-ink and pencil sketches, and the other thirty-nine finished water-colour drawings and eighty-four sketches.

Some personal recollections of Anders Zorn. "The Etchings and Dry-Points of George Soper R.E." by Malcolm C. Salaman, and "Studio Talk" written by correspondents from all the important art centres, complete a most interesting number replete with beautiful illustrations covering a wide variety of art.

MURDER CHARGE.**OLD MAN KILLED.****ALLEGED Hired ASSASSIN.**

Before Magistrate Orme this morning Inspector Ogg charged a respectfully dressed Chinese with the murder, on September 16, in company with another man not in custody, of a Chinese living in Yau-mati.

The defendant denied the charge. The Inspector said that the deceased, who was an old man, had carried on business as a contractor in Yau-mati. He was known to be recruiting for the Kwongtung Army, and was murdered outside the door of his house by Kwongtung men in the pay of the Kwongsi Army. The defendant who was arrested a couple of days ago, was identified by the deceased's wife as having taken part in the stabbing affray. The Inspector said that he was not prepared to proceed with the case, and asked for a week's remand, which was granted.

CHALLENGE TO DEMPSEY.**CINEMA STAR'S AMBITION.****STRONG MAN OF LOS ANGELES.**

Jack Hoxie, the movie star, has issued a challenge to Jack Dempsey for the World's Heavyweight Championship. He has been training in Los Angeles for the past three months getting himself into physical condition to box Champion Jack Dempsey.

Jack Hoxie is playing the lead in a serial now being produced in Los Angeles and during his spare moments he keeps himself in perfect physical condition by sparring six-round bouts with his trainers. He is one of the cleverest men with the gloves in the moving picture colony in Los Angeles and his friends state that he is convinced that he can lick Jack Dempsey.

With everything in his favour including youth, strength and a wonderful constitution, Jack Hoxie has been preparing himself for a championship battle by fighting some of the heavy-weight fighters on the coast. He has also been preparing himself to withstand a beating by doing many clever stunts that are required of him in the filming of his serial picture, "Lightning Boy." In this serial he is required to fall off a cliff, be dragged, tied to a run away horse, through the woods, beaten into insensibility by thugs and many of the other stunts that are usually seen in serials.

Jack Hoxie is a marvel of strength. He weighs one hundred and ninety-eight pounds stripped for action. He is well proportioned, has a long reach and a punch that some of the Los Angeles "Pugs" claim is superior to Jeffries when he was in his prime. If Jack Dempsey accepts Jack Hoxie's challenge, there will be a ton of movie money placed on the young star.

PENANG PORT.**CAUSE OF CONGESTION.****SUGGESTED REMEDY.**

With reference to the remarks made at the half-yearly meeting of the Penang Chamber of Commerce on the subject of the congestion of the port, the Chairman at a meeting held on November 2 read a letter which he had received from the manager of Penang Harbour Board pointing out that the congestion was chiefly due to (1) Inability to discharge coal lighters at Prai as quickly as vessels load them (2) To the handling of rice for the food control, owing to shortage of hand storage accommodation and shortage of native lighters (3) To the slow handling of coal at the Straits Trading Co's wharf (4) To a certain extent shortage of labour and rolling stock. The remedy suggested was the provision of mechanical appliances for handling coal as in the manager's opinion if a solution of the coal handling difficulty was found, the shortage of lighters would automatically disappear. The Chairman mentioned that a meeting between the Manager, F.M.S.R., and the Manager of the Harbour Board was shortly to be held to go into the matter. The Secretaries were directed to circulate Mr. Parry's letter amongst the Committee.

"People must pay for their good times," observed Magistrate Orme this morning in convicting Kelly and O'Connor, the two sailors of the U.S.S. "Wilmington" who were last week remanded on charges of assaulting a Chinese motor car driver employed by the Palace Garage, and refusing to pay for the hire of the car which took them to the Taikoo Docks. The Magistrate said that there was no doubt in his mind that the defendants had engaged the complainant's car, and that they had not paid for the car beforehand. They might not have remembered what happened if they had had a sociable night together. Each defendant was fined \$20, half of the fines to be paid to the garage.

TO-DAYS.**ADVERTISEMENTS.****NOTICE.**

THE INDUSTRIAL INSTITUTION FOR BLIND will hold their Annual Sale of Work on FRIDAY, 3rd December, at the Helens May Institute. Open 9 a.m. November 29, 1920.

THE REEHL TRANSPORT & TRADING CO., LTD.

AN INTERIM DIVIDEND of 2/- per ordinary share free of Income Tax has been declared on account of the year 1920. It is payable in London on the 5th January, next. Coupon No. 38.

FOR THE ASIATIC PETROLEUM CO., (S. S.) Ltd. W. H. BELL, Manager. Hongkong, November 30, 1920.

TO-DAYS ADVERTISEMENTS.**WANTED.**

WANTED—SHIPS' DOCTORS. Apply P. O. Box 411.

ST. ANDREW'S BALL.

In order to assist in avoiding congestion, the Stewards have arranged the Gentlemen's Cloak Room on the LEFT and the Ladies' Cloak Room on the RIGHT facing the Hall.

Guests are particularly requested to assist the Stewards by depositing their cloaks, entering the lower hall by the side doors, meeting their parties and proceeding upstairs to the Anterooms and Ball Rooms with as little delay as possible.

The attention of Guests is also drawn to the notices which already appeared in the press advising the suspension of the time limit for motor cars by courtesy of the Captain Superintendent of Police.

T. W. HILL, Hon. Secretary.

Hongkong, November 30, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction of

WEDNESDAY, Dec. 1, 1920.

at 11 a.m.

at the Pacific Mail Steamship Co's Godown, Kennedy Town, 50 cases Bamboo Steel 1" x 5" Term:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, November 30, 1920.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY,

December 8, 1920, at 2.30 p.m., at No. 14, Des Voeux Road Central, 2nd Floor, (Wise-man Buildings),

A LARGE ASSORTMENT OF WATER COLOURS,

including—

Productions by the following well-known Artists:—Yoshida, Maruyama, Kato, Kasagi, Nakabayashi, Yamamoto, Yokouchi, Takekida, Tani and others.

To be sold without reserve. (Owner leaving the Colony).

On view Tuesday, 7th Dec., at 2 p.m. Terms:—Cash.

HUGHES & HUGHES, Auctioneers.

Hongkong, November 30, 1920.

P. & O. S. N. CO.

STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this port on MONDAY, 13th December, 1920, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—

MACRINNON, MACKENZIE & CO., Agents.

Hongkong, November 30, 1920.

JOYO KISEN KAISHA.**NOTICE TO CONSIGNEES.**

THE Steamship "TOKUYO MARU," From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived on Tuesday, the 30th Nov., 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, the 7th December, 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Friday, the 10th December, 1920, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI, Manager. Hongkong, November 30, 1920.

NOTICES.**"EVERYTHING FOR THE HOUSE"****BRITISH****COOKING AND CULINARY UTENSILS,**

OF EVERY DESCRIPTION JUST RECEIVED INCLUDING

STEEL SAUCEPANS AND BOILERS FISH KETTLES,

FRY PANS, KETTLES, TEA & COFFEE POTS, HIP, SPONGE AND CHILDREN'S BATHS, TRAVELLING BATHS,

HEARTH SUITES, FIRE BRASSES, TABLE AND KITCHEN CUTLERY, KNIFE MACHINES, FOOD CHOPPERS,

KENTS.**"ALL BRITISH" BRUSHES.****INCLUDING**

HAIR AND WHISK BROOMS AND BRUSHES, PLATE, PASTRY, STOVE AND SAUCEPAN BRUSHES.

CHAMOIS TOILET BRUSHES SELVYTT OF EVERY DESCRIPTION. CLOTHES.

LANE, CRAWFORD & CO.**PIANOS.**

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WORLD RENOWNED MAKERS.**SPECIALLY MADE FOR THIS CLIMATE.****NEW MODELS JUST ARRIVED.**

THE ANDERSON MUSIC CO., LTD. 18, DES VOEUX ROAD. TEL. 1326.

THE "BON TON" LTD.

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JUST ARRIVED.

An odd assortment of Ladies' Hats of the latest French styles and make, no duplicates of any style.

Also Evening Dress and Costume Materials and Trimmings, etc.

EXPECTED SHORTLY.

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A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellency and purity.

Beware of bogus imitations. No Tan San is genuine unless the label bears the name of

J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tan San raises the spirits and lends sanguine anticipation, even as a flagon of wine exhilarated the monks of old.

For the good old fire of orders grey Would have waived the flagon of wine away And consoled himself as any man can With bubbling sparkling cool Tan San.

Tan San can be obtained at all first class Hotels, Bars and Clubs in the Far East.

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John Oliver, 54, COSWAYERS ROAD, CENTRAL, HONGKONG. Telephone No. 458.
Skinner & Sherrin, 70, PO. KLYNGONG, HONGKONG. Telephone No. 2.
Estimates furnished on application.

Hongkong, April 1, 1915.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES

CHINA COAST, ETC.

Dec.	Ship	Destination
1.-C.N.	Chengtu	Swatow
2.-O.S.K.	Shan Maru	Swatow
3.-I.C.S.N.	Hangsang	Swatow
4.-D.L.	Haibong	Swatow
5.-C.N.	Chinhu	Swatow

SWATOW.

Dec.	Ship	Destination
1.-O.S.K.	Kaijo Maru	Amoy
2.-D.L.	Haibong	Amoy
3.-C.N.	Suiyang	Amoy

AMOY.

Dec.	Ship	Destination
1.-D.L.	Haibong	Foochow
2.-C.N.	Suiyang	Foochow

FOOCHOW.

Dec.	Ship	Destination
1.-D.L.	Haibong	Shanghai

SHANGHAI.

Dec.	Ship	Destination
1.-P.O.	Dunera	Shanghai
2.-I.C.S.N.	Hangsang	Shanghai
3.-C.N.	Kwongsoag	Shanghai
4.-C.N.	Chenat	Shanghai
5.-C.N.	Suiyang	Shanghai
6.-C.N.	(D. & C.) Nippon	Shanghai
7.-P.O.	Knights Templar	Shanghai
8.-B.F.	Bace	Shanghai
9.-B.F.	Alcinous	Shanghai
10.-B.F.	Hector	Shanghai
11.-B.F.	Rhegus	Shanghai
12.-B.F.	Alcinous	Shanghai
13.-B.F.	Alcinous	Shanghai
14.-B.F.	Alcinous	Shanghai
15.-B.F.	Alcinous	Shanghai
16.-B.F.	Alcinous	Shanghai
17.-B.F.	Alcinous	Shanghai
18.-B.F.	Alcinous	Shanghai
19.-B.F.	Alcinous	Shanghai
20.-B.F.	Alcinous	Shanghai
21.-B.F.	Alcinous	Shanghai
22.-B.F.	Alcinous	Shanghai
23.-B.F.	Alcinous	Shanghai
24.-B.F.	Alcinous	Shanghai
25.-B.F.	Alcinous	Shanghai
26.-B.F.	Alcinous	Shanghai
27.-B.F.	Alcinous	Shanghai
28.-B.F.	Alcinous	Shanghai
29.-B.F.	Alcinous	Shanghai
30.-B.F.	Alcinous	Shanghai

TSINGTAO.

Dec.	Ship	Destination
1.-I.C.S.N.	Hangsang	Tsingtao
2.-C.N.	Chenat	Tsingtao

PUKOW.

Dec.	Ship	Destination
1.-C.N.	Suiyang	Pukow

TAKAO.

Dec.	Ship	Destination
1.-O.S.K.	Sosho Maru	Takao

HAIPHONG AND HOIHOW.

Dec.	Ship	Destination
1.-I.C.S.N.	Tikang	Haiphong and Hoihow

SAIGON.

Dec.	Ship	Destination
1.-O.S.K.	Canan Maru	Saigon
2.-M.M.	Chill	Saigon

BANGKOK.

Dec.	Ship	Destination
1.-C.N.	Unsan Maru	Bangkok
2.-C.N.	Chinhu	Bangkok

SINGAPORE.

Dec.	Ship	Destination
1.-C.N.	Chengtu	Singapore
2.-O.S.K.	Unsan Maru	Singapore

PHILIPPINE ISLANDS, ETC.

Dec.	Ship	Destination
1.-C.N.	Chengtu	Philippine Islands, etc.

MANILA.

Dec.	Ship	Destination
1.-C.N.	Tamias	Manila
2.-I.C.S.N.	Yensang	Manila

CEBU AND ILOILO.

Dec.	Ship	Destination
1.-C.N.	Tamias	Cebu and Iloilo

JAVA PORTS, ETC.

Dec.	Ship	Destination
1.-C.N.	Chengtu	Java Ports, etc.

INDIAN PORTS, ETC.

Dec.	Ship	Destination
1.-C.N.	Chengtu	Indian Ports, etc.

CALCUTTA.

Dec.	Ship	Destination
1.-I.C.S.N.	Namsang	Calcutta
2.-I.C.S.N.	Kwaisang	Calcutta
3.-N.Y.K.	Taketo Maru	Calcutta
4.-N.Y.K.	Yokohama Maru	Calcutta
5.-B.I.A.	Tanda	Calcutta

BOMBAY AND COLOMBO.

Dec.	Ship	Destination
1.-N.Y.K.	Tenshin Maru	Bombay and Colombo
2.-P.O.	Dunera	Bombay and Colombo
3.-P.O.	Indus Maru	Bombay and Colombo
4.-P.O.	Delwa	Bombay and Colombo
5.-P.O.	Dancy	Bombay and Colombo
6.-P.O.	Dunera	Bombay and Colombo

AUSTRALIAN PORTS.

Dec.	Ship	Destination
1.-E.A.	Kanowna	Australian Ports
2.-E.A.	Victoria	Australian Ports
3.-E.A.	Chanzara	Australian Ports
4.-E.A.	Albana	Australian Ports
5.-E.A.	Tango Maru	Australian Ports
6.-E.A.	Eastern	Australian Ports

SYDNEY AND MELBOURNE.

Dec.	Ship	Destination
1.-E.A.	Kanowna	Sydney and Melbourne
2.-E.A.	Victoria	Sydney and Melbourne
3.-E.A.	Chanzara	Sydney and Melbourne
4.-E.A.	Albana	Sydney and Melbourne
5.-E.A.	Tango Maru	Sydney and Melbourne
6.-E.A.	Eastern	Sydney and Melbourne

JAPAN PORTS.

Dec.	Ship	Destination
1.-I.C.S.N.	Chakasang	Japan Ports
2.-I.C.S.N.	Tilley	Japan Ports
3.-P.O.	Sicilia	Japan Ports
4.-E.A.	St. Albans	Japan Ports
5.-E.A.	Himalaya Maru	Japan Ports
6.-E.A.	Indus Maru	Japan Ports
7.-E.A.	Rangom Maru	Japan Ports
8.-E.A.	Shiden Maru	Japan Ports
9.-E.A.	Andre Lebon	Japan Ports
10.-E.A.	Demodocus	Japan Ports
11.-E.A.	Alcinous	Japan Ports
12.-E.A.	Hector	Japan Ports
13.-E.A.	Bellesophon	Japan Ports
14.-E.A.	Nikko Maru	Japan Ports
15.-E.A.	Yokohama Maru	Japan Ports
16.-E.A.	Taketo Maru	Japan Ports
17.-E.A.	Yokohama Maru	Japan Ports
18.-E.A.	Yokohama Maru	Japan Ports
19.-E.A.	Yokohama Maru	Japan Ports
20.-E.A.	Yokohama Maru	Japan Ports
21.-E.A.	Yokohama Maru	Japan Ports
22.-E.A.	Yokohama Maru	Japan Ports
23.-E.A.	Yokohama Maru	Japan Ports
24.-E.A.	Yokohama Maru	Japan Ports
25.-E.A.	Yokohama Maru	Japan Ports
26.-E.A.	Yokohama Maru	Japan Ports
27.-E.A.	Yokohama Maru	Japan Ports
28.-E.A.	Yokohama Maru	Japan Ports
29.-E.A.	Yokohama Maru	Japan Ports
30.-E.A.	Yokohama Maru	Japan Ports

AMERICAN PORTS.

Dec.	Ship	Destination
1.-A.L.	City of Spokane	American Ports
2.-A.L.	West Java	American Ports
3.-O.S.K.	Alabama Maru	American Ports
4.-C.P.O.S.	Empress of Russia	American Ports
5.-W.L.	Delight	American Ports
6.-C.P.O.S.	Empress of Russia	American Ports
7.-C.P.O.S.	Empress of Russia	American Ports
8.-C.P.O.S.	Empress of Russia	American Ports
9.-C.P.O.S.	Empress of Russia	American Ports
10.-C.P.O.S.	Empress of Russia	American Ports
11.-C.P.O.S.	Empress of Russia	American Ports
12.-C.P.O.S.	Empress of Russia	American Ports
13.-C.P.O.S.	Empress of Russia	American Ports
14.-C.P.O.S.	Empress of Russia	American Ports
15.-C.P.O.S.	Empress of Russia	American Ports
16.-C.P.O.S.	Empress of Russia	American Ports
17.-C.P.O.S.	Empress of Russia	American Ports
18.-C.P.O.S.	Empress of Russia	American Ports
19.-C.P.O.S.	Empress of Russia	American Ports
20.-C.P.O.S.	Empress of Russia	American Ports
21.-C.P.O.S.	Empress of Russia	American Ports
22.-C.P.O.S.	Empress of Russia	American Ports
23.-C.P.O.S.	Empress of Russia	American Ports
24.-C.P.O.S.	Empress of Russia	American Ports
25.-C.P.O.S.	Empress of Russia	American Ports
26.-C.P.O.S.	Empress of Russia	American Ports
27.-C.P.O.S.	Empress of Russia	American Ports
28.-C.P.O.S.	Empress of Russia	American Ports
29.-C.P.O.S.	Empress of Russia	American Ports
30.-C.P.O.S.	Empress of Russia	American Ports

VANCOUVER.

Dec.	Ship	Destination
1.-A.L.	City of Spokane	Vancouver
2.-A.L.	West Java	Vancouver
3.-O.S.K.	Alabama Maru	Vancouver
4.-C.P.O.S.	Empress of Russia	Vancouver
5.-W.L.	Delight	Vancouver
6.-C.P.O.S.	Empress of Russia	Vancouver
7.-C.P.O.S.	Empress of Russia	Vancouver
8.-C.P.O.S.	Empress of Russia	Vancouver
9.-C.P.O.S.	Empress of Russia	Vancouver
10.-C.P.O.S.	Empress of Russia	Vancouver
11.-C.P.O.S.	Empress of Russia	Vancouver
12.-C.P.O.S.	Empress of Russia	Vancouver
13.-C.P.O.S.	Empress of Russia	Vancouver
14.-C.P.O.S.	Empress of Russia	Vancouver
15.-C.P.O.S.	Empress of Russia	Vancouver
16.-C.P.O.S.	Empress of Russia	Vancouver
17.-C.P.O.S.	Empress of Russia	Vancouver
18.-C.P.O.S.	Empress of Russia	Vancouver
19.-C.P.O.S.	Empress of Russia	Vancouver
20.-C.P.O.S.	Empress of Russia	Vancouver
21.-C.P.O.S.	Empress of Russia	Vancouver
22.-C.P.O.S.	Empress of Russia	Vancouver
23.-C.P.O.S.	Empress of Russia	Vancouver
24.-C.P.O.S.	Empress of Russia	Vancouver
25.-C.P.O.S.	Empress of Russia	Vancouver
26.-C.P.O.S.	Empress of Russia	Vancouver
27.-C.P.O.S.	Empress of Russia	Vancouver
28.-C.P.O.S.	Empress of Russia	Vancouver
29.-C.P.O.S.	Empress of Russia	Vancouver
30.-C.P.O.S.	Empress of Russia	Vancouver

VICTORIA.

Dec.	Ship	Destination
1.-A.L.	City of Spokane	Victoria
2.-A.L.	West Java	Victoria
3.-O.S.K.	Alabama Maru	Victoria
4.-C.P.O.S.	Empress of Russia	Victoria
5.-W.L.	Delight	Victoria
6.-C.P.O.S.	Empress of Russia	Victoria
7.-C.P.O.S.	Empress of Russia	Victoria
8.-C.P.O.S.	Empress of Russia	Victoria
9.-C.P.O.S.	Empress of Russia	Victoria
10.-C.P.O.S.	Empress of Russia	Victoria
11.-C.P.O.S.	Empress of Russia	Victoria
12.-C.P.O.S.	Empress of Russia	Victoria
13.-C.P.O.S.	Empress of Russia	Victoria
14.-C.P.O.S.	Empress of Russia	Victoria
15.-C.P.O.S.	Empress of Russia	Victoria
16.-C.P.O.S.	Empress of Russia	Victoria
17.-C.P.O.S.	Empress of Russia	Victoria
18.-C.P.O.S.	Empress of Russia	Victoria
19.-C.P.O.S.	Empress of Russia	Victoria
20.-C.P.O.S.	Empress of Russia	Victoria
21.-C.P.O.S.	Empress of Russia	Victoria
22.-C.P.O.S.	Empress of Russia	Victoria
23.-C.P.O.S.	Empress of Russia	Victoria
24.-C.P.O.S.	Empress of Russia	Victoria
25.-C.P.O.S.	Empress of Russia	Victoria
26.-C.P.O.S.	Empress of Russia	Victoria
27.-C.P.O.S.	Empress of Russia	Victoria
28.-C.P.O.S.	Empress of Russia	Victoria
29.-C.P.O.S.	Empress of Russia	Victoria
30.-C.P.O.S.	Empress of Russia	Victoria

SEATTLE.

Dec.	Ship	Destination
1.-A.L.	City of Spokane	Seattle
2.-A.L.	West Java	Seattle
3.-O.S.K.	Alabama Maru	Seattle
4.-C.P.O.S.	Empress of Russia	Seattle
5.-W.L.	Delight	Seattle
6.-C.P.O.S.	Empress of Russia	Seattle
7.-C.P.O.S.	Empress of Russia	Seattle
8.-C.P.O.S.	Empress of Russia	Seattle
9.-C.P.O.S.	Empress of Russia	Seattle
10.-C.P.O.S.	Empress of Russia	Seattle
11.-C.P.O.S.	Empress of Russia	Seattle
12.-C.P.O.S.	Empress of Russia	Seattle
13.-C.P.O.S.	Empress of Russia	Seattle
14.-C.P.O.S.	Empress of Russia	Seattle
15.-C.P.O.S.	Empress of Russia	Seattle
16.-C.P.O.S.	Empress of Russia	Seattle
17.-C.P.O.S.	Empress of Russia	Seattle
18.-C.P.O.S.	Empress of Russia	Seattle
19.-C.P.O.S.	Empress of Russia	Seattle
20.-C.P.O.S.	Empress of Russia	Seattle
21.-C.P.O.S.	Empress of Russia	Seattle
22.-C.P.O.S.	Empress of Russia	Seattle
23.-C.P.O.S.	Empress of Russia	Seattle
24.-C.P.O.S.	Empress of Russia	Seattle
25.-C.P.O.S.	Empress of Russia	Seattle
26.-C.P.O.S.	Empress of Russia	Seattle
27.-C.P.O.S.	Empress of Russia	Seattle
28.-C.P.O.S.	Empress of Russia	Seattle
29.-C.P.O.S.	Empress of Russia	Seattle
30.-C.P.O.S.	Empress of Russia	Seattle

TACOMA.

Dec.	Ship	Destination
1.-A.L.	City of Spokane	Tacoma
2.-A.L.	West Java	Tacoma
3.-O.S.K.	Alabama Maru	Tacoma
4.-C.P.O.S.	Empress of Russia	Tacoma
5.-W.L.	Delight	Tacoma

SAN FRANCISCO.

Dec.	Ship	Destination
1.-P.M.S.	Empress	San Francisco
2.-C.M.S.	China	San Francisco
3.-C.M.S.	China	San Francisco
4.-C.M.S.	China	San Francisco
5.-C.M.S.	China	San Francisco
6.-C.M.S.	China	San Francisco
7.-C.M.S.	China	San Francisco
8.-C.M.S.	China	San Francisco
9.-C.M.S.	China	San Francisco
10.-C.M.S.	China	San Francisco
11.-C.M.S.	China	San Francisco
12.-C.M.S.	China	San Francisco
13.-C.M.S.	China	San Francisco
14.-C.M.S.	China	San Francisco
15.-C.M.S.	China	San Francisco
16.-C.M.S.	China	San Francisco
17.-C.M.S.	China	San Francisco
18.-C.M.S.	China	San Francisco
19.-C.M.S.	China	San Francisco
20.-C.M.S.	China	San Francisco
21.-C.M.S.	China	San Francisco
22.-C.M.S.	China	San Francisco
23.-C.M.S.	China	San Francisco
24.-C.M.S.	China	San Francisco
25.-C.M.S.	China	San Francisco
26.-C.M.S.	China	San Francisco
27.-C.M.S.	China	San Francisco
28.-C.M.S.	China	San Francisco
29.-C.M.S.	China	San Francisco
30.-C.M.S.	China	San Francisco

LOS ANGELES.

Dec.	Ship	Destination
1.-L.A.P.N.	West Hila	Los Angeles

PORTLAND.

Dec.	Ship	Destination
1.-A.L.	Montague	Portland

VALPARAISO.

Dec.	Ship	Destination
1.-JAPAN	Hongkong, San Francisco, Valparaiso, Salina Cruz, Balboa, Callao, Arica & Iquique	Valparaiso

NEW ORLEANS.

Dec.	Ship	Destination
1.-O.S.K.	Sumatra Maru	New Orleans

NEW YORK.

Dec.	Ship	Destination
1.-A.L.	Suruga	New York
2.-S.D.	Halibut	New York
3.-B.F.	City of Agri	New York

DURBAN AND CAPETOWN.

Dec.	Ship	Destination
1.-A.L.	Montague	Durban and Capetown

EUROPEAN PORTS.

Dec.	Ship	Destination
1.-L.T.	(D. & Co.) Persia	European Ports

